

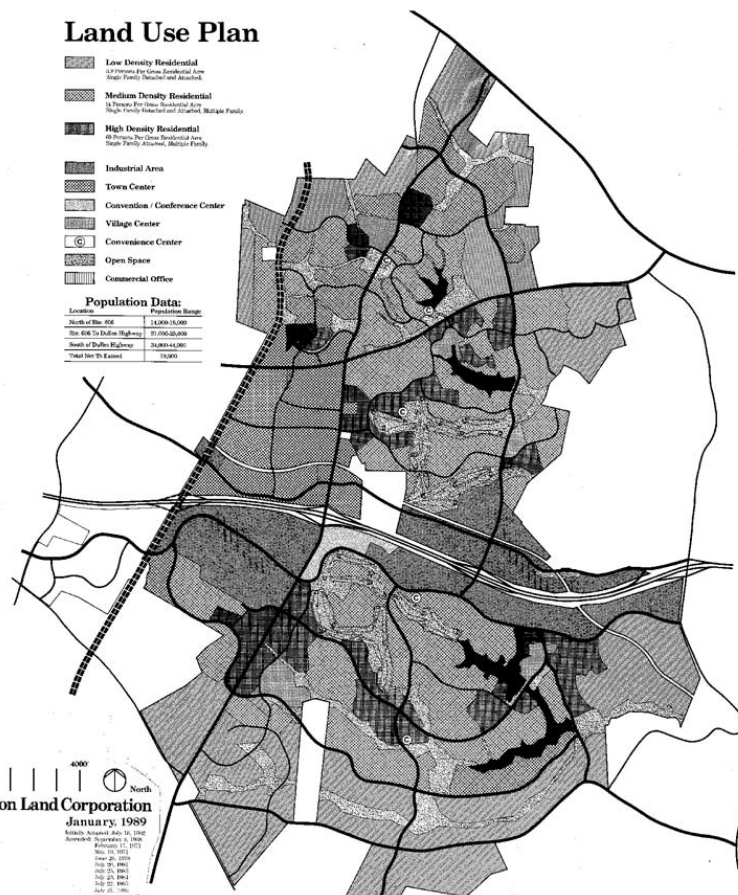
**Reston Master Plan Special Study
Vision and Planning Principles**

On March 15, 2011, the Reston Master Plan Special Study Task Force endorsed the following Vision and Planning Principles.

Reston will be a complete community designed for the 21st century. An increasingly diverse residential population will have broad choices in jobs, housing, and lifestyles. To achieve this vision:

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Below left: Original Reston Land use Plan



Planning Principles

Planning will consider Reston as a comprehensive unit. Development projects will be evaluated based on their ability to meet the planning principles and the particular character of each area, as well as their specific impacts on the surrounding neighborhoods. The following principles will guide development of Reston as a complete community for the 21st century.

1. Excellence in planning, urban design, and architecture will be community hallmarks.

Establishing connections with the natural environment, fostering a livable community with significant public gathering places such as plazas, and integrating high quality public art will continue to be distinguishing features of the Reston community.

2. Planning will provide for environmental sustainability and green technology.

Natural resources and ecosystems, including natural areas, will be given special emphasis. Adverse impacts on the environment (land, water, and air) will be minimized and remedied, and best practices will be used to protect environmentally sensitive areas. Green neighborhood and building practices will meet high standards.

Reston's tree canopy has environmental significance and is an important component of the Reston visual experience.

3. Development will be phased with infrastructure.

The phasing and funding of the expansion and modification of adequate transportation infrastructure and programs and other infrastructure components such as schools, parks, and other public facilities should occur with development.

4. Reston will continue to offer a mix of urban and suburban life styles.

The Metro Silver Line extension will add transit-oriented development to Reston's already diverse and unique community. In terms of emphasis:



- **The Town Center and Metro Station areas** will be livable urban places, with densities that step down from the Town Center to the other station areas. These will also be the areas of highest commercial and residential intensity in the community.
- **The village centers** are important community gathering spaces that include a mix of locally serving retail, a residential component, and employment opportunities. Redevelopment to augment and enhance the village centers will be pedestrian-oriented and provide adequate transition to surrounding neighborhoods. Convenient public transportation options should link the village centers and the transit stations.
- **Neighborhoods outside of Town Center, the rail corridor, and the village centers** will maintain their existing residential/suburban character. Appropriate transitions will be provided between these neighborhoods and the Town Center, the rail corridor, and the village centers. [bullet to be revisited during Phase II]

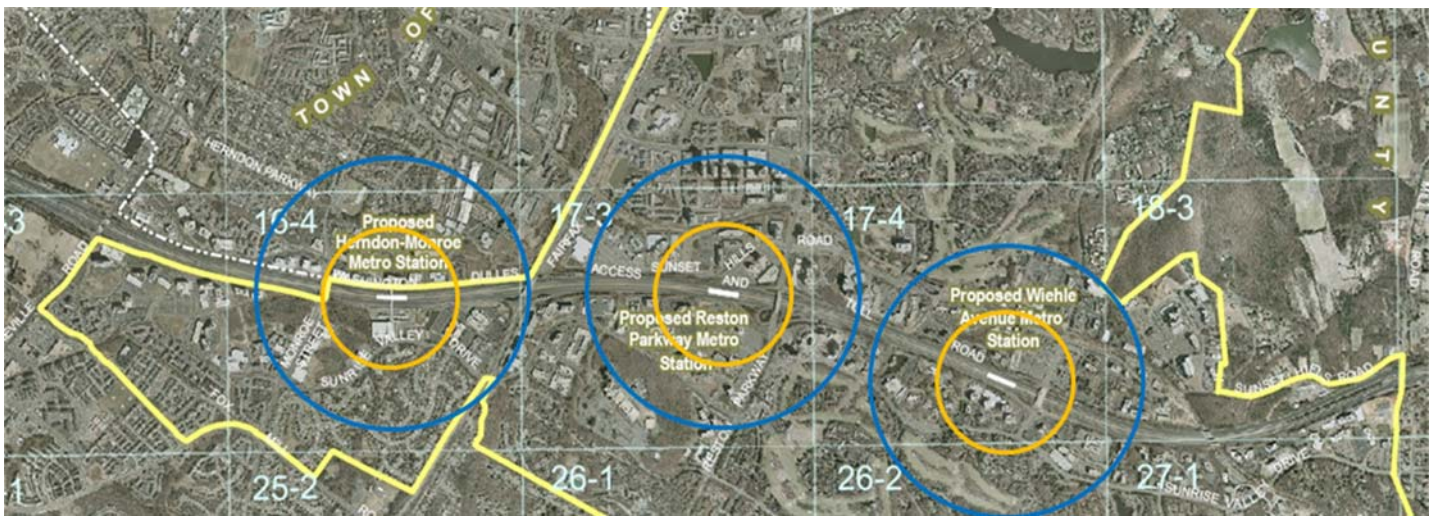


5. The rail corridor will be transformed.

Over time it will become an area with robust, livable, walkable mixed-use communities having an appropriate balance between residential and non-residential uses. Each of the transit station areas will have a distinct character to meet multiple community needs. Town Center will be a livable regional urban center and destination with the community's highest densities and major shopping and cultural features to attract visitors. Reston East/Wiehle Avenue and Reston West/Herndon-Monroe will be urban transit neighborhoods, with special encouragement in the former for higher educational uses and special focus in the latter on its central environmental (wetlands) feature. The highest densities will be concentrated within approximately one-quarter mile of the rail stations tapering down somewhat within approximately one-half mile to maximize the use of rail. Residential and non-residential populations in each transit station area will be appropriately balanced. Future air rights development around the stations should be pursued to enhance development opportunities, encourage transit use, and improve north-south connectivity across the Dulles Toll Road.

6. Reston will become a more vibrant employment center.

From its inception Reston has provided a place for a spectrum of companies, from local to international of varying sizes. Future development and redevelopment should continue to promote a broad range of opportunities for a robust and diverse business, advanced technology, educational, and research community.



7. Housing will be provided for all ages and incomes.

Reston will accommodate people of all ages, physical abilities, and economic circumstances, and households of all sizes and stages of family life.

8. Connectivity and mobility will be strengthened.

A range of high-quality transportation facilities -- including roads, bridges, tunnels, sidewalks, bikeways, trails, strengthened and expanded bus and shuttle services, and Metro will link the residential community and resident workers with activity centers, employment, open spaces, parks, schools, and civic, cultural, and recreational facilities. New bridges and/or tunnels across the Dulles Toll Road near the stations must be pursued to improve north-south connectivity and ease already severe congestion. A robust transit system, expanded pedestrian and bicycle networks and transportation demand management strategies will also help reduce reliance on the automobile while increasing community mobility.

9. High quality public open space will be required.

Accessible, high-quality active and passive open space and a range of recreational and cultural opportunities are essential components of the high quality of life in Reston. Town Center, the transit station areas, and village centers should include a variety of public spaces such as a large urban central park, recreational facilities, village greens, urban plazas, pocket parks, playgrounds, and other public amenities within easy walking distance for area residents, workers, and visitors. Larger active recreation areas appropriate to Reston's residential and commercial populations should be provided outside the transit corridor.

10. Public participation in planning and zoning will continue to be the community's foundation.

Local participation should remain a hallmark of the planning and zoning processes as Reston continues to evolve as a complete community for the 21st century over several decades. The cumulative impacts of development and redevelopment should be continually assessed and evaluated.

